

Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 FAA-00 L-03 /032 W

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FM AMEMBASSY BONN

TO SECSTATE WASHDC 0969

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E.O. 11652: N/A

TAGS: EAIR

SUBJECT: CIVAIR: FRG NOISE REQUIREMENTS - PROPELLER

REF: STATE 143299

1. AT JUNE 23 MEETING WITH DR. LEPKE, CHIEF TECHNICAL AND STANDARDS BRANCH OF CIVIL AVIATION DEPARTMENT, EMBASSY RCAA STRONGLY URGED FRG DEFERRAL OF NOISE REGULATION CITED REFTEL UNTIL PROCEDURES CAN BE DEVELOPED TO ALLOW COMPLIANCE PRIOR TO EXPORT OF AIRCRAFT TO FRG. RCAA STRESSED EXTREME PENALTY PLACED ON US MANUFACTURERS BY A JULY 1 DEADLINE FOR COMPLIANCE WITH A REGULATION THAT THEY HAD ONLY BECOME AWARE OF IN MAY. WHILE REGRETTING THE PROBLEMS CAUSED US MANUFACTURERS, LEPKE SAW

NO REPEAT NO POSSIBILITY OF EXTENDING THE DEADLINE. HE DID, HOWEVER, AGREE TO DISCUSS WITH FAA A PROCEDURE WHEREBY THAT AGENCY WOULD VALIDATE MANUFACTURERS' TEST RESULTS PRIOR TO EXPORT, ADDING THAT HE ENVISAGED AN INFORMAL AGENCY-TO-AGENCY UNDERSTANDING. HE REQUESTED THAT RCAA WRITE HIM A LETTER CONFIRMING THAT FAA WAS WILLING TO WORK OUT A VALIDATION ARRANGEMENT.

2. DURING THE COURSE OF THE MEETING, LEPKE CALLED
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IN HIERL, HIS DEPUTY, WHO HAD DRAFTED NOTAM

12/75 EXTENDING APPLICABILITY OF THE 1972 NOISE RULES. HIERL SAID THAT HE WAS IN THE US IN MAY AND HAD TRAVELED TO WICHITA, WHERE AMONG OTHER THINGS HE HAD DISCUSSED WITH CESSNA AND BEECH THE BROADER APPLICATION OF FRG 1972 NOISE RULES. HE DID NOT GET THE IMPRESSION THAT THESE COMPANIES WERE HEARING OF THE REGULATION FOR THE FIRST TIME NOR DID HE APPRECIATE THAT THE JULY 1 DEADLINE WOULD CAUSE THEM EXTREME DIFFICULTIES. HE ALSO DISCUSSED WITH AN FAA OFFICIAL IN WICHITA THE POSSIBILITY OF FAA VALIDATION OF COMPANY CERTIFICATES AND UNDERSTOOD THAT OFFICIAL TO SAY THAT FAA WAS NOT WILLING TO TAKE ON THIS TASK.

3. HIERL SEEMED UNDER THE IMPRESSION THAT THE US PRODUCT ALREADY MEETS THE 1972 STANDARDS, BUT MENTIONED THAT THE FRG MIGHT SHORTLY ADOPT PROP AIRCRAFT NOISE STANDARDS PROPOSED BY ICAO, WHICH WOULD HAVE THE EFFECT OF SLIGHTLY EASING THE FRG REQUIREMENT. HIERL APPEARED GENUINELY SURPRISED AND CONCERNED AT US INDUSTRY REACTION, SAYING THAT IN FUTURE HE WILL NOT ASSUME, AS HE HAD IN THIS CASE, THAT US MANUFACTURERS' AGENTS IN GERMANY ARE KEEPING ABREAST OF CHANGES IN FRG REQUIREMENTS AND REPORTING THEM PROMPTLY TO THEIR HOME OFFICES.

4. COMMENT: THE FMT HAS BEEN UNDER CONSIDERABLE POLITICAL PRESSURE FROM LOCAL COMMUNITIES TO TIGHTEN NOISE STANDARDS FOR LIGHT AIRCRAFT, WHICH MAY EXPLAIN LEPKE'S UNWILLINGNESS TO CONSIDER AN

EXTENSION OF THE JULY 1 DEADLINE.

5. RECOMMENDED ACTION:
IN VIEW OF FRG AUTHORITIES EXPRESSED WILLINGNESS TO DISCUSS A VALIDATION ARRANGEMENT, EMBASSY RECOMMENDS THAT APPROPRIATE US OFFICIALS EXPLORE THIS POSSIBILITY WITH FMT AS SOON AS POSSIBLE.
HILLENBRAND

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